

United States of America
Department of Transportation — Federal Aviation Administration
Supplemental Type Certificate

Number

ST00558AT

This certificate, issued to

Aircraft Modification Design Services, Inc.
8960 Ridgemont Drive
Atlanta, Georgia 30350

certifies that the change in the type design for the following product with the limitations and conditions

therefor as specified hereon meets the airworthiness requirements of Part 4b of the Civil Air Regulations.

Original Product — Type Certificate Number:

4A25

Make:

McDonnell Douglas

Model:

DC-8-51, S/N 45410 only

Description of Type Design Change:

Increase in aircraft operating weights (Maximum Takeoff Weight - 315,000 lbs., Maximum Landing Weight - 217,000 lbs., Maximum Zero Fuel Weight - 203,000 lbs.) in accordance with Aircraft Modification Design Services, Inc. Master Drawing List No. 10-1000, Revision B, dated July 20, 1994, or later FAA approved revision.

Limitations and Conditions:

STC SA3915NM or SA2411SO is required to meet the noise requirements of FAR 36. This approval is limited to S/N 45410 only. FAA Approved Airplane Flight Manual Supplement, dated August 26, 1994, or later FAA approved revision, is a required part of this STC. Inspections specified in Supplemental Inspection Document (SID) Supplement AMD-10-501 are required by this STC. Compatibility of this design change with previously approved modifications must be determined by the installer.

This certificate and the supporting data which is the basis for approval shall remain in effect until surrendered, suspended, revoked, or a termination date is otherwise established by the Administrator of the Federal Aviation Administration.

Date of application: March 17, 1994

Date received:

Date of issuance: August 26, 1994

Date amended: March 20, 1998



By direction of the Administrator

Paul C. Sconyers
(Signature)

Paul C. Sconyers
Associate Manager, ACE-117A

Atlanta Aircraft Certification Office
(Title)

Added Notes at Surrender:

1. Future unsafe conditions existing in the product can result in an airworthiness directive requiring correction of the unsafe condition before further flight. If there is no entity to comply with 14 CFR 21.99(a), Required design changes, the existence of an unsafe condition might result in permanently grounding of the aircraft.
2. Replacement parts might not be available in the future.

STC Surrender processed:

Approval by: *Melvin Taylor*

Melvin Taylor, ATL ACO Manager

Date: 12/1/2009

Any alteration of this certificate is punishable by a fine of not exceeding \$1,000, or imprisonment not exceeding 3 years, or both.

This certificate may be transferred in accordance with FAR 21.47.